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*Lage in der Gegenwart. Eine wissenschaftliche Untersuchung.* (Treves: Paulinus-Druckerei. 1911. Pp. x, 190. 1.75 m.)

LARIBE, M. A. *L'évolution de la France agricole.* (Paris: Bibliothèque du Mouvement Social Contemporain. 1912. 3.50 fr.)

LEITHE, H. *Dalmatinische Agrarprobleme.* (Vienna: W. Frick. 1912. Pp. 47. 1 m.)

TURMANN, M. *Les associations agricoles en Belgique.* Second edition, revised and enlarged. (Paris: V. Lecoffre. 1912. 3.50 fr.)

WILLECKE, C. *Die landwirtschaftliche Arbeitsvermittlung in Deutschland.* (Berlin: P. Parey. 1912. 5 m.)

WING, J. E. *Sheep farming in America.* Third edition, enlarged. (Chicago: Breeder's Gazette. 1912. Pp. 368. \$1.00.)

— *Country life.* Annals, Vol. XL. (Philadelphia: American Academy of Political and Social Science. 1912. Pp. viii, 288.)

Contains, among other papers, articles by T. N. Carver on "Economic significance of changes in country population," B. H. Hibbard on "Farm tenancy in the United States," and J. L. Coulter on Agricultural laborers in the United States."

### Manufacturing Industries

#### NEW BOOKS

DOOLEY, W. H. *Textiles for commercial, industrial, and domestic arts schools; also adapted to those engaged in wholesale and retail dry goods, wool, cotton, and dressmaker's trades.* Revised edition. (Boston: D. C. Heath. 1912. Pp. xii, 252. \$1.00.)

HASSINGER, H. *Der oberbadische Tabakbau und seine wirtschaftliche Bedeutung.* (Karlsruhe: G. Braun'scher Verlag. 1912. Pp. 128. 2.80 m.)

HUNTER, J. A. *Wool from the raw material to the finished product.* Pitman's common commodities of commerce. (London: Pitman. 1912. Pp. viii, 118. 1s. 6d.)

LEISSE, W. *Wandlungen in der Organisation der Eisenindustrie und des Eisenhandels seit dem Gründungsjahr des Stahlwerksverbandes.* Staats- und sozialwissenschaftliche Forschungen, No. 158. (Leipzig: Duncker & Humblot. 1912. Pp. xii, 208.)

To be reviewed.

PAPWORTH, L. W. and ZIMMERN, D. M. *Clothing and textile trades.* Summary table, with preface by SIR ATHELSTANE BAINES. Introduction by B. L. HUTCHINS. (London: Women's Industrial Council. 1912. 2d.)

### Transportation and Communication

*Progress and Prosperity.* By WILLIAM DEHERTBURN WASHINGTON. (New York: The National Educational Publishing Company. 1911. Pp. xxxii, 887. \$4.50.)

This is a curious book. Written by a practical railway man, "actuated by a sense of public spirit," it purports to tell "the story of the development of transportation and its influence on civilization and history." The slight historical survey which opens the book is, however, only an introduction to a defense of existing railway practices. The thesis of the book is simple, "All progress has had its foundation in the law of movement" (p. 8). This is re-iterated again and again by the author: "Man's survival and the advancement of the world seem to depend upon man's power to maintain and extend his intercourse and means of carriage" (p. 15); "the building of roads brings development; the decline of roads accomplishes national stagnation if not decadence" (p. 46). In all the material progress of mankind, from cave dwelling to the present day, transportation has had the largest and most important share, and to its development is attributable most of the advance made.

A few of the forty-four chapters deal with other topics, such as roads, ocean steamships, the post-office, and the express service, but nine tenths of the book is at once a defense and a glorification of rail roads, or the "railed roads," as the author alternately names them. In reading this deification of transportation the reviewer is reminded of a motto he once saw over the sign of a drayman: "If you want to get rich, keep moving."

Not merely are improved means of transportation held responsible for our present advanced civilization, but the railroad, the highest development of them all, performs its service in the loftiest spirit of altruism. Costly as a railroad is, capitalization is much lower than cost; there is no over-capitalization; most of the profits go back into improvements for the benefit of the public; and stockholders receive scarcely any return for their investment. Items of cost, capital, profit, etc. are figured on the basis of a mile of road per day in eight different groups. Upon this basis, to take one among numerous illustrations, it is concluded that "in 1894 the dividends per mile (of the Mississippi Valley group) would have brought only a cigar a day for the stockholders to divide" (p. 228). One wonders, in the author's own words, "where is the inducement?" Figured out on the basis of a single share per day per mile even a comfortable fortune or enormous profits on watered stock can be made to shrink and appear small. Not merely do the stockholders (nothing is said of the bondholders)

receive little on their capital, but foreigners and outsiders are said, in the northwestern states, to pay fifty per cent of the cost of carriage of the farmer's products. The railroads further dispense enormous benefits in the form of wages, increased land values, etc. As public benefactors of the highest order, they should therefore be let alone to continue their efforts without government interference or regulation.

The book is most interestingly illustrated with over 1200 pictures, which, according to the author, "probably constitute the most complete collection in print" of views dealing with the history and methods of transportation. The publishers have spared no effort on their part to give the volume an attractive appearance, which is marred only by the heavily calendered paper used, apparently made necessary by the illustrations.

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#### NEW BOOKS

ARIAS, H. *The Panama Canal.* (London: P. S. King. 1911. 10s. 6d.)

Quain prize in international law, University of London; an analysis of national and international negotiations; bibliography of state documents.

BACON, E. M. *Manual of navigation laws. An historical summary of the codes of the maritime nations.* (Chicago: A. C. McClurg. 1912. Pp. 81. 50c.)

To be reviewed.

BIXBY, W. H. *River and harbor improvements. Addresses delivered before the National Rivers and Harbors Congress.* (Washington: Gov. Pr. Off. 1912. Pp. 27.)

BRISTOW, J. L. *Advisability of the establishment of a Pacific steamship line by the Isthmian Canal Commission.* (Washington: Gov. Pr. Off. 1912. Pp. 18.)

GARMAIN, P. *Paris port de mer. Réponse aux adversaires.* (Paris: A. Challamel. 1912. Pp. 443.)

KAEGBEIN, A. *Schiffahrt und Schiffbau des In- und Auslandes. Handbuch 1912.* (Hamburg: Verlagsanstalt & Druckerei-Gessellschaft. 1912. Pp. 618.)

LEWIS, D. J. *Postal express as a solution of the parcels post and high cost of living problems; an adequate express service; relief to consumers and shippers by a reduction of charges and extension of service to the country through rural delivery; a study in the economics of the transport of small shipments.* (Washington: Gov. Pr. Off. 1912. Pp. 97.)